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BY THE WAY.

SOME conception of the dependence placed in Canadian timber by United States lumbermen, and nearly all these in Michigan, may be gleaned from a summary of expected operations in Canada by American lumbermen. We do not give the following data as covering the entire ground. On the contrary the transactions named fall short of that end, but of themselves they are of considerable magnitude. The Saginaw Lumber & Salt Co. will put in about 30,000,000 logs in Canada that will be rafted to Michigan. The Green, Ring & Co. mill will probably be stocked with Canadian logs. The Fisher & Turner mill, of Saginaw, have a stock of 50,000,000 feet for next season's cut from Canada. J. W. Howry & Sons are cutting about 15,000,000 feet at Little Current, Ont., to be towed across the lake to Michigan, and over 40,000,000 feet to be manufactured at their mill at Fenelon Falls. J. T. Hurst has let contracts to put in 80,000,000 feet of logs in Canada waters. Alger, Smith & Co., are putting 25,000,000 feet of logs into Georgian Bay waters, and the son of General Alger is putting into the same waters about 8,000,000 on his own account. Bliss & Van Auken will obtain a stock for their mill next season in Canada. C. K. Eddy & Sons are putting into Canadian waters about 20,000,000 feet to be forwarded to their mill at Saginaw. S. G. M. Gates will obtain a considerable portion of his stock of 25,000,000 feet of logs from Canada.

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In the Ottawa and Michigan correspondence of the LUMBERMAN this month particulars are given of the interview of Michigan lumbermen with the government at Ottawa the early part of December concerning boom sticks. So far as one can judge from the impressions left on the minds of the deputation, there is every reason to believe that the government acted in a common-sense and business-like manner. The sudden and tragical death of Sir John Thompson may prevent the immediate giving out of a decision on the case, but there is the best of reasons for believing that this will be of a character to put an end to any further trouble over boom sticks. It will now be expected that the authorities at Washington will see to the speedy removal of the clause in the Wilson tariff that has by some sort of twisting permitted of the exacting of 25% duty on cedar wood going from Canada into the United States. When the Hon. Mr. Foster drew the attention of the Michigan deputation to this point, they frankly admitted that it was news to them, and were of the same opinion as the Timberman and other United States lumber authorities that the clause had got into the tariff by mistake, the reference evidently being to cabinet woods and not to the ordinary cedar, which as a matter of fact was only 15% under the McKinley tariff. The lumber trades in both countries are on the whole satisfied with the conditions of free lumber, and in an interview on the Eli page Mr. D. L. White, jr., lumberman of Michigan, has expressed the opinion that he does not think there will be any changes whatever in the tariff, even to the extent that some have anticipated, of placing dressed lumber on the dutiable list.

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G. N. Wagner, of Grand Rapids, Mich., writes to the Timberman that he has just returned from an extended trip through the eastern and New England states, and has been terribly alarmed at the injury being done to United States lumber interests, because of the quantity of shingles that are going into those districts from Canada. He had supposed that the paucity of shingle orders during the past three months was due to the

general business depression throughout the country. But the trouble has been, so he tells us, that New York and Massachusetts have been drawing their supplies of pine shingles largely from the Canadian side of the line. If Mr. Wagner could make the time to count up on his fingers the quantity of Canadian shingles that he found going into these markets, it would be quite interesting to Canadian lumbermen. Of course, Canadian shingles have been shipped in increased quantities to the United States since the change in tariff, just as Michigan, Duluth and Minnesota lumber and some Washington territory shingles have been coming into Canada since the change took place. What has been fair for the goose has been fair for the gander, we suppose. But when the statement is made that the quantity of shingles going into the eastern states from this country has been large enough to seriously affect the shingle market, those who know the real conditions cannot but smile. The shingle trade is undoubtedly down in the boots in the United States. But it is not any lower down than the same trade is found in Canada. The truth is that no quantity of shingles worth talking about is finding a market either in the United States or Canada. Shingles have not been in it for some time. Our friend from Grand Rapids need not start an on-to Washington movement on the strength of the shingle information he picked up when in New York and Massachusetts.

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From a special lumber schedule issued by the Canadian Pacific Railway, and made effective Dec. 17th, 1894, it would look as though the conference of hardwood men with Mr. Burton of the Grand Trunk, and reported in another part of this journal, was likely to count worse than a blank for the hardwood men. Before the meeting took place hardwood was sent over the C. P. R. from certain points at 6½c. per 100 lbs., where the Grand Trunk had been charging 8½c. We fancy that in showing Mr. Burton certain Canadian Pacific freight bills at that meeting the members of the deputation who did so gave that gentleman a pointer that he quickly made use of. The case of the deputation was to be discussed at a conference of freight agents of Grand Trunk and Canadian Pacific to be held a week later. In place of giving any heed to the overtures of the lumbermen, which at that time, at Mr. Burton's request, were before the conference in writing, the two great railways simply followed the usual custom, whenever they can safely do so, of at once combining to make their rates uniform, and uniform at the higher figure of 8½c. This is an old trick of railway corporations. Not without the severest pressure will they budge an iota in making concessions to the commercial community. They gave away when the white pine men protested against the increase of 1 cent per 100 lbs. in freight, but only because the opposition developed so great strength that they could not do anything else. The case of the hardwood men is fair, equitable and necessary, but as yet the railways have not come to the conclusion that they are a formidable body, and nothing but might is made to prevail in cases of this kind. The Grand Trunk have taken and turned the tables on the hardwood men, not a very creditable proceeding, nor for the Canadian Pacific in joining with them, but the old adage still holds good that corporations are soulless.

THERE seems to be some kind of fascination about the idea of a metal and leather combination belt. Many experiments have been made in this line, but none of these belts ever become popular.

LOSS OF POWER.

IF you happen to go into an engine room at any time and find that there is a leak past the cylinder or of the air pump, if you are using a condenser, you may be very sure that you are losing power. While the trouble may not be the cause of any danger, it shows that there has been some mistake in the setting out of the packing; that the adjustment is bad; that it has been in use far too long a time, or that the internal surface of the cylinder is cut. If the last is the case, you have no other remedy than that of re-boring the cylinder. In the other instances, the packing may be renewed or the piston may be taken out by removing the cylinder head, as in the case of locomotives. The leaking of piston packing may be detected when the exhaust is continuous instead of intermittent, although a leaky valve will also produce the same results; or it will be made to appear by opening the cylinder cocks and noting whether they blow steam on the back stroke. A twofold loss is entailed by this defect; steam is blown away uselessly and back pressure is increased, putting a greater load upon the steam that does the pushing.—Dixie.

THE INTERIOR FRICTION OF OILS.

PETROFF, who has occupied himself very extensively with the examination of lubricants, has investigated, says the Scientific American, the interior friction of oils by means of an apparatus invented by himself, and has given his results in tabular form and graphically by a series of curves. According to his results, the degree of transparency of lubricants, the refining process, viscosity, flash point and fire point, give no basis for estimating the degree of interior friction, though all are of importance.

If two oils which at the same temperature possess different interior frictions be mixed, the mixed product will yield a characteristic curve corresponding to that of an oil the qualities of which lie between those of the two opponents. Consequently, the excessive friction of any thick lubricant may be reduced by mixing with it small proportions of solar oil, pyro-naphtha, or kerosene, or any oil possessing low inferior friction. But this addition can be useful only when the added product does not separate to any great extent.

The addition of such light oils can, of course, be easily detected through the flash point and the fire point. The addition of various resinous materials increases friction in the machinery and in the lubricant itself. These products have also an injurious chemical effect upon the metallic surfaces subjected to friction.

It was also frequently observed that samples of the same oil that were received in the factory at different times did not yield the same characteristic curve, although filling all requirements.

LUMBERING OPERATIONS IN ALBERT CO., N.B.

SENATOR McCLELAN, of New Brunswick, anticipates an increased interest in lumber operations in Albert Co. and vicinity the coming year. A larger amount of birch timber was being cut in that county this winter than usual. Portable mills were being carried into the woods and the deals brought out. A week ago a vessel had loaded with hard wood for Boston. He understood the timber netted the owners \$11, which was better than they had expected. The greater part of the hard wood would be sold in St. John. Speaking of laths, the senator said he did not think they would ever command a very high price, for the simple reason that wire was being used in their stead in different parts of the United States, and it was stated with satisfaction.